



Planning for Freight in the Central Puget Sound Region

Freight Planning - PSRC

Seattle Freight Mobility Advisory Board

July 19, 2011



Agenda

- **Freight Planning Overview**
- **FAST Corridor Partnership**
- **Regional Freight Mobility Roundtable**
- **Transportation 2040 –Regional Freight Strategy**

- **4 counties**
- **82 cities and towns**
- **Hundreds of special districts**

- **Regional Growth, Economic and Transportation Planning**
- **Federal transportation funds to priority projects**
- **Regional data and forecasts**
- **Forum for regional issues**
- **Economic development**



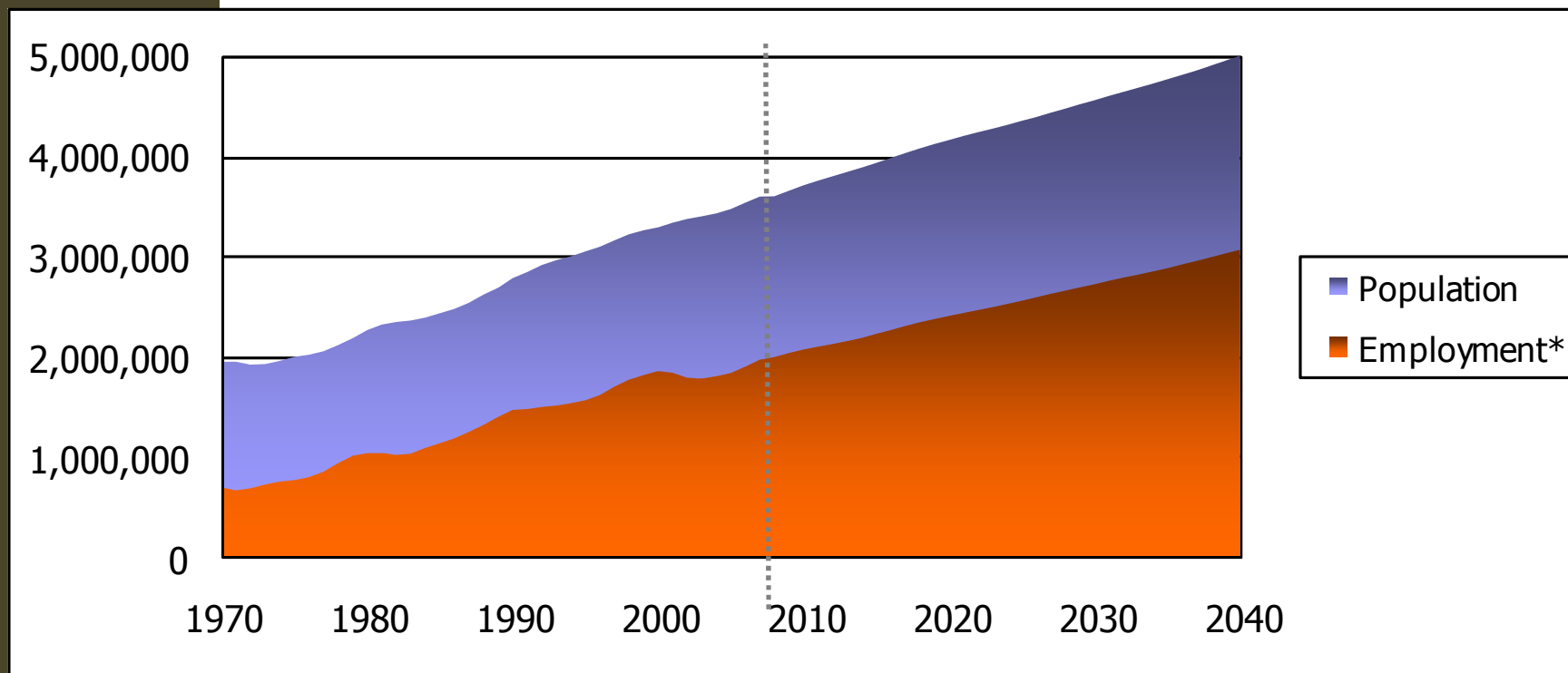
State RTPO



The Central Puget Sound Region is Growing

Expecting to add 1.5 million people and 1.2 million jobs by 2040

- Smaller household sizes
- Older population
- Fewer households with children
- Different travel needs & preferences



By 2040 the Region Will Grow by the Equivalent of Adding Portland

Puget Sound Goods Movement is MULTIMODAL

- Marine
- Rail
- Truck
- Air
- Intermodal



- All of which have unique, yet interconnected transportation needs. Freight is not itself a transportation “mode”



Freight Projects and the FAST Corridor Partnership



FAST Partnership Plays Unique Role



before



after

- FAST projects have addressed system gaps where no single entity “owns” the problem.
- The 26 FAST partners have combined funds and prioritize the many local projects to fill these gaps (e.g. grade separation shown at left.)
- FAST has leveraged federal funds:
providing more than \$600 million worth of projects
in return for a total federal investment of more than \$150 million.

FAST Partnership Delivers

- **FAST partners include**

- 12 cities, 3 ports, 3 counties, 3 freight carriers
- FHWA, WSDOT, FMSIB, and PSRC

**Two agreements covering
25 freight projects**

**17 projects and phases
complete, leveraging
more than \$150 million
federal for projects worth
\$570 million**

**5 projects closed funding
gap with regional ARRA
funds**

5 more projects remain





Other Regional Projects Keeping Freight Moving

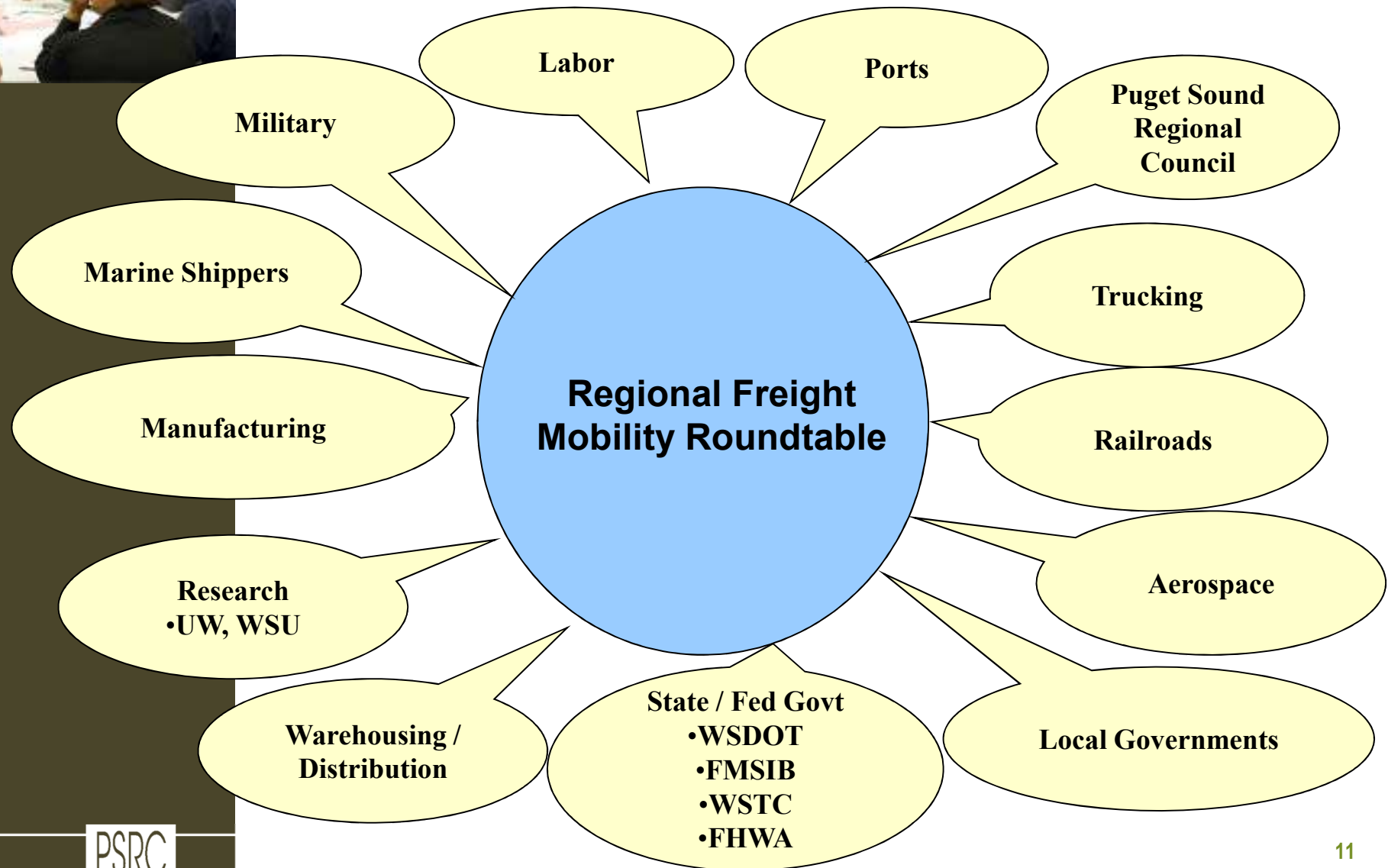
Current, or recently completed projects with regional freight mobility benefits include:

- **South Park Bridge – King County – Construction to begin May 2011**
- **I-5/SR 161/SR 18 - Interchange Improvements**
- **Granite Falls Bypass Route – Opened November 2010**
- **Puyallup River Bridge - Tacoma**
- **I-5: SR-16 Interchange - Rebuild Interchange – WSDOT / Tacoma**
- **US Hwy 2 Bridge Rehabilitation – Snohomish County**
- **SR-522: Snohomish River to US-2 Widening - WSDOT**
- **Hood Canal Floating Bridge Replacement - WSDOT**



Regional Freight Mobility Roundtable

Regional Freight Mobility Roundtable





Regional Freight Mobility Roundtable

- **Frame issues** of concern to the freight community and serve as an advocate for policies and improvements to freight and goods mobility.
- **Participate in the transportation planning and investment decision processes**, recognizing the need for coordination between personal and freight mobility.
- **Review data and information** used in freight analyses and planning.
- **Educate policy makers** about the interdependence of freight and passenger systems and the significance of freight mobility to the continued growth of the regional economy.
- **Serve as the sounding board** for the sponsors and all participant organizations on freight concerns and issues.

Examples of Key Roundtable Discussion Items

- Boeing 787 Logistics
- Stampede Pass
- Supply Chain
- Port Security
- Columbia River Crossing
- West Coast Corridor Coalition
- Container Fees
- Tolling
- Environmental Issues
- I-5 Shutdown
- Long Range Planning
- Military Needs
- Clean Truck Technology



Photo courtesy Seattle Times, 2008



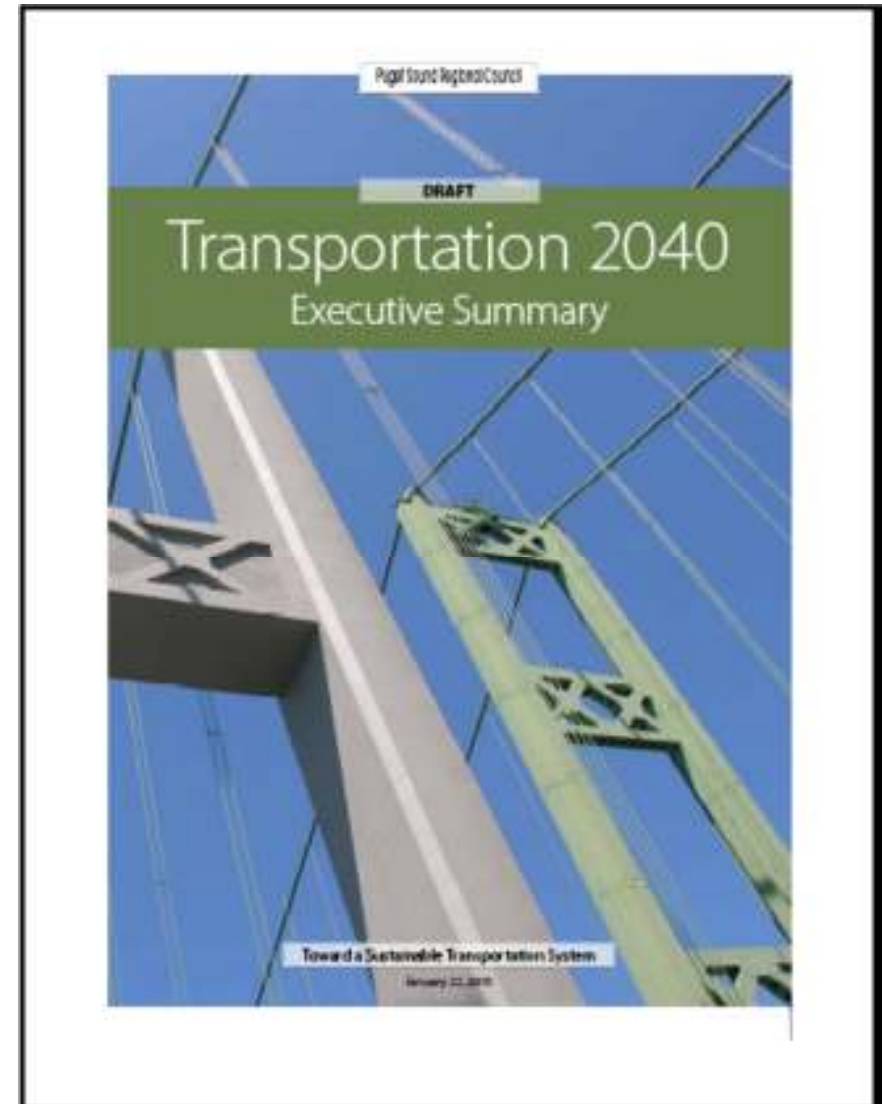
Transportation 2040 - Regional Freight Strategy



Transportation 2040 Plan

Adopted May 2010

- Makes progress on **major transportation system issues** and informs near-term project decisions
- Aligns with **VISION 2040** and the **Regional Economic Strategy**
- Responds to the **2040 growth forecasts** for person and freight travel demand
- Includes **Regional Freight Strategy**



Transportation 2040 – Regional Freight Strategy

Section 1: Executive Summary

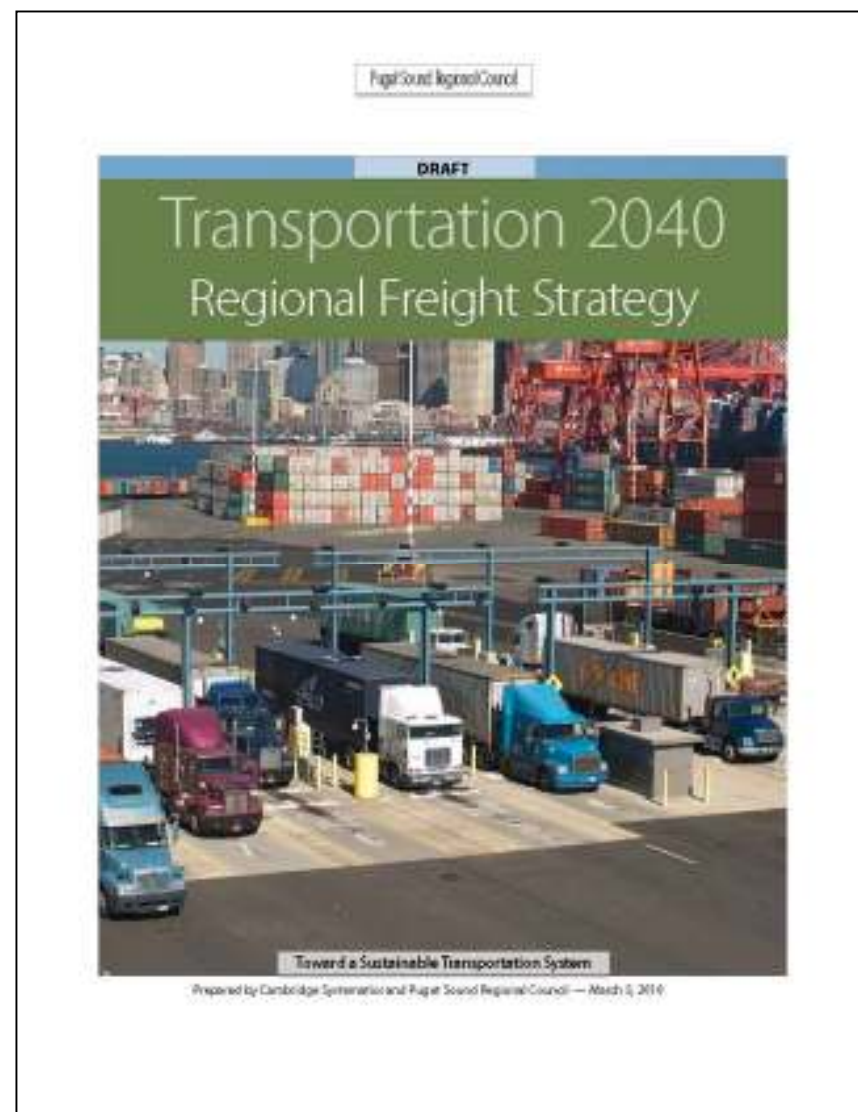
Section 2: Introduction

Section 3: Existing and Future Freight Conditions in the Puget Sound Region

Section 4: Emerging Global, National, and Regional Issues and Uncertainties

Section 5: Recommendations

Plus 5 Appendices



Regional Freight Strategy: Recommendations

23 Total Recommendations are framed around the major issues identified early in the Transportation 2040 process.

- Congestion and Mobility
- Economy
- Environment
- Land use
- Planning and Analysis
- Preservation and Maintenance
- Safety and Security
- Sustainable Funding



Regional Freight Strategy: Recommendations

Congestion and Mobility Recommendations

- **Prioritize key investments and projects as identified by stakeholders**

Prioritization Process underway – 2012 Board Approval

- **Complete the remaining FAST projects**

5 Projects of 25 remain

- **Evaluate congestion strategies based on freight**

CMP Report Release February 2011

- **Evaluate rail capacity for the long term**

Regional Freight Strategy: Recommendations

Economy Recommendations

- Recognize unique resources such as presence of deep-water ports, and Class 1 railroads
- Support the Regional Economic Strategy

***RES is being updated currently –
Economic Development District Board***



Regional Freight Strategy: Recommendations

Environment Recommendations

- Work with private sector in planning and implementing environmental protection measures.
- Ensure that emerging environmental regulations are understood and recognized in regional planning efforts.

Upcoming PS Maritime AQ Forum / Inventory

- Long range plans and implementation strategies must reflect emerging environmental issues

Ongoing

Regional Freight Strategy: Recommendations

Land Use Recommendations

- Build on VISION 2040 policies
Current – V2040 policies are being clarified currently
- Concentrate industrial, manufacturing, and warehousing in designated Manufacturing Industrial Centers



Regional Freight Strategy: Recommendations

Planning and Analysis Recommendations

- Identify gaps in freight classification system (FGTS)
- Develop criteria and improve project prioritization process in terms of goods movement.

Prioritization Process underway – 2012 Board Approval

- Take active role to coordinate with regional groups working on related issues (FAST, RAMP, Roundtable, FMSIB, etc)

Ongoing

- Support or coordinate efforts of multi-regional and national groups such as WCCC and CAGTC

Ongoing



Regional Freight Strategy: Recommendations

Safety and Security Recommendations

- **Study the issue of truck safety**
- **Ensure that transportation security efforts are understood and recognized in regional planning from a freight perspective**
- **Safety in designated manufacturing Industrial Centers is unique and must be ensured.**



Regional Freight Strategy: Recommendations

Preservation and Maintenance Recommendations

- Recognize that certain facilities serve as the “Last Mile” for businesses in regional supply chains.

Some work being done in current Prioritization effort

- Preserve infrastructure that enables connectivity with designated Manufacturing and Industrial Centers.

Current V2040 multicounty planning policies evaluation effort looks at this issue.



Regional Freight Strategy: Recommendations

Sustainable Funding Recommendations

Monitor SAFETEA-LU reauthorization and be ready for opportunities

Ongoing

Demonstrate relationship between user fees or tolls that will be paid by trucks, and the service, amenity, or long-term improvement received.

Investigate the ability of different truck operators and businesses to pay toll or user fee costs, and the ability to pass costs on to the end consumer.



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Questions?

Sean Ardussi

Puget Sound Regional Council

sardussi@psrc.org

206-464-7080